

On motion the Section passed as follows:
"Section 1. The Minister of Finance, with the approval of the King in Council, is hereby authorized to issue coupon bonds of the Hawaiian Government of a denomination not less than one hundred dollars and in the aggregate not exceeding two millions of dollars, in the manner and for the purposes in this act stated."
Before argument was had on the succeeding Section, the Minister of Interior rose and stated that himself and colleagues were not prepared to discuss the provisions of the bill just then, and would therefore move an adjournment until the next day at 10 a. m.
Carried and at 4:05 the Assembly adjourned.

NINETEENTH DAY.

TUESDAY, August 31.
The Assembly convened at 10 a. m. and, after prayer, the minutes of the previous meeting were read and confirmed.

Representative Richardson from the Committee on Engineering reported as follows, the bill, (1) to continue the subsidy heretofore granted for mail communication between the Hawaiian Islands and the United States of America; (2) to amend section 1 and 6 of chapter 34 of the Session Laws of 1884, relating to street railroads.

On motion, the permanent settlement bills were taken from the table and placed in the order of the day.

Third reading of the bill to facilitate mail communication between the United States and the Hawaiian Islands.

Representative Kananama moved to strike out the clause relating to rates of freight on bananas.

Representative Keen was opposed to the clause being struck out. During the last two years 121,000 bunches had been carried from Honolulu to San Francisco by the U. S. S. company. At 75 cents a bunch, this would be \$9,075, the company had received. There are a great many Hawaiians engaged in the banana business. If the company wanted a subsidy they must come down to their terms with regard to the freight on bananas. The House ought to look after the interests of these people engaged in this business. The company had many free privileges, which with the subsidy, amounts to \$100,000 a year.

Hon. A. S. Cleghorn was also opposed to the clause being taken out. At the present freight rates on bananas, 75 cents per bunch, the producer could not afford to continue in the business and the result would be that in a short while the steamers would have very little of that kind of freight. With their high rates they were killing the goose that was laying their golden eggs. He argued in favor of assisting the planter and the proposed reduction in freight would be an assistance. Enough argument had been indulged in, he thought, so he moved the previous question.

On motion the yeas and nays were taken on the question of striking out the clause relative to freight on bananas "not to exceed 50 cents per bunch," and was carried, by the following vote: Ayes—The Ministers, Wilson, Kananama, Martin, Macfarlane, S. Parker, Hayseiden, Amara, Kaulukou, Pahia, Kananama, Nahale, Nabuu, Kaulukou, Kaula, Kaula, Palahou—19.
Nays—Bishop, Cleghorn, Kihelani, Dowsett, Bush, Kane, Keen, Liliakani, Kauli, Kauli, Wight, Kaulane, Castle, Dickey, Thurston, Pae-hoale, Dole—17.

Hon. A. S. Cleghorn moved that Section 1 be amended to read \$1200 instead of \$1500.

Representative Thurston considered the amendment was a proper one. Several members had voted for \$1500 on condition that the freight on bananas be kept at 50 cents. He had been told that the Oceanic Steamship company had been lobbying or corrupting a sufficient number of members to carry this through. He did not believe it, especially after the full discussion they had had on the matter. They had the same and disagree of seeing a clause placed in by a majority of ten or fifteen reduced to two to-day, and he considered it the most disgraceful action that had taken place during the session. When they see such a change, with a rich corporation on one side and poor farmers on the other, it was not one of principle. It certainly was not to the advantage of anyone but that rich corporation, and was another evidence of the influence of that rich corporation over the affairs of the country. He hoped the reduction would be made as a rebuke to the corporation.

Representative Hayseiden said that Rep. Thurston had made some sweeping charges. He felt however they did not reflect on him as he had voted the same way to-day as on Friday. The member had no right to bring street talk into the Assembly and he challenged him to bring in the name of the person who had told him such a thing.

Vote was now taken and the amendment was lost by the following count:

Ayes—Bishop, Dominis, Cleghorn, Kihelani, Dowsett, Bush, Kane, Keen, Kauli, Wight, Kaulane, Dickey, Thurston, Pae-hoale and Dole—15.

Nays—Gibson, Creighton, Dare, Wilder, Kananama, Martin, Macfarlane, S. Parker, Hayseiden, Liliakani, Amara, Kaulukou, Pahia, Kananama, Nabuu, Ahole, Kaulukou, Richardson, Castle, Kaula, and Palahou—22.

Representative Castle moved to amend by adding "freight on bananas not to exceed fifty cents per bunch." He would be sorry to think that any member present was improperly influenced in his vote. The question was whether it was a proper thing for men to try and regulate the rates of freight and passage. It had always been done. Now, the House wants to fix a rate that will help the small producers. In view of the facts which were self-evident, he asked the members to reverse their votes.

Representative Kananama said he had not changed his vote, as he did not vote at all on Friday. Many years ago, when Captain Puty was in charge of the Comet, he (the speaker) was in the banana business. He sold to the middle man, and did not trouble whether it paid or not. The banana business was a bad one. A ripe bunch was a bad one, bad luck. Bananas are too perishable, they will not stand shipment. The distance between San Francisco and here is too great for them to keep.

Representative Dickey asked permission to ask the speaker a question, and having obtained it, said "he desired to know if Rep. Kananama had obtained the bananas owned from the lately published dream book." [Laughter.]

Representative Kananama said the owner was one well known to Hawaiians. It was bad luck to meet a humpbacked, or one-eyed man, or to meet one with a bunch of ripe bananas or coconuts. If a person was about to transact business and should meet either of the above named, he might as well turn round and go home, as he would have no luck. [Laughter.]

The motion to fix the rate at 51 cents was then put and lost by the following vote:
Ayes—Bishop, Dominis, Cleghorn, Dowsett, Bush, Kane, Keen, Liliakani, Kauli, Amara, Brown, Wight, Kaulane, Castle, Dickey, Thurston, Pae-hoale, Dole—18.

Nays—Gibson, Creighton, Dare, Wilder, Kihelani, Macfarlane, S. Parker, Hayseiden, Kaula, Kaulukou, Pahia, Kananama, Nabuu, Ahole, Kaulukou, Richardson, Kaula, Kaula, Palahou—19.

In taking the above vote the count stood at first 18 against to 17 in favor. Hon. J. I. Dowsett who had not voted now declared himself in favor, making the vote a tie. Rep. Richardson, who had not voted, now cast his vote with those against, thus making the result as above shown.

Hon. A. S. Cleghorn now moved to amend to "55 cents per bunch, freight."

On putting the question the chair declared the vote carried, but doubt being expressed, a rising vote was taken, showing 18 to 18, a tie, decided by the President voting in favor of the amendment and amidst hearty applause the motion was declared carried.

Representative Thurston moved to reconsider, but before the motion was put, the Assembly, at 12-15 took a recess until 1:30 o'clock.

AFTERNOON.

The Assembly reconvened at 1:45 p. m. and discussion was immediately commenced on a motion made by Rep. Thurston on the "banana clause" to reconsider the vote, which finally passed, and was then amended to 55 cents freight per bunch, the section being passed at that figure.

Third reading of an Act to amend sections 1 and 6 of chapter 34 of the Session Laws of 1884, relating to street railroads and which finally passed as follows:

An Act to Re-enact Chapter XXXIV of the Session Laws of 1884. Approved on the 29th day of August, 1886, and to amend Sections 1-6 and 13 of said act.

Be it Enacted by the King and the Legislative Assembly of the Hawaiian Islands in the Legislature of the Kingdom Assembled:

Section 1. Section 1 of Chapter XXXIV of the Session Laws of 1884, is hereby amended to read as follows:

"Section 1. The right is hereby granted to Wm. R. Austin and his associates and assigns of such corporation as may be incorporated or organized by him or them to construct, lay down, maintain and operate for the term of thirty years from the passage of this Act, a single track street railway along and upon the following streets in the city of Honolulu, commencing at the junction of King

street and Nuanuan street, thence easterly along King street and the Waikeiki road to Kapalani Park; from the aforesaid junction along King street westerly to Moanala; from the aforesaid junction northerly along Nuanuan street to the Pali. Also, from the junction of Judd street with Nuanuan street, along Judd street to Liliha street, and along Liliha street to its junction with King street. Also, from the junction of Beretania street with Nuanuan street, along Beretania street to Panahou street, and along Panahou street to Maunaloa road, and along Keeaunoku street, from Beretania to King street. Also from the junction of Alakea street with King street, northerly along Alakea street to Beretania street, and easterly along Alakea street to the maka side of the street along the water front, and along Allen street to the Custom House."

Section 2. Section 6 of Chapter XXXIV of the Session Laws of 1884 is hereby amended to read as follows:

"Section 6. Said William R. Austin, his associates and assigns or successors shall be required by the Minister of the Interior:

"Firstly—To construct the railway in such manner as will cause the least obstruction to the free use of the streets in which it may be laid down.

"Secondly—To construct said tracks, as nearly as possible, in the middle of the said street; unless otherwise directed by the Minister of the Interior.

"Thirdly—To pave or macadamize the entire length of the streets used by his or their track between the rails and between the track, if there be more than one track laid; and to keep the same constantly in repair flush with the streets and with good crossings; such materials shall be used in such paving, macadamizing or repairing as may be directed or permitted by the Minister of the Interior.

"Fourthly—That said track shall not exceed in width sixty inches within the rails. The rails used in making such track will be flat rails only. No T rails to be used.

"Fifthly—That in laying down the track not more than one block shall be obstructed at any one time, nor for a longer period than fifteen working days.

"Sixthly—That the cars must be of the most approved construction for the comfort and convenience and safety of passengers.

"Seventhly—That said railway must be completed and equipped and ready for the transportation of passengers within two years, and if not so completed within the said two years then all rights hereby granted shall terminate and the franchise hereby granted shall become void and of no effect. Provided that for such portions of road as shall at that time be completed and equipped as above required the right herein granted shall stand and be of full force and effect.

"Section 3. This Act shall take effect and the time named in section 2 shall begin from the passage and approval of this Act."

Section 4. Wherever in this act appears that chapter 34 of the Laws of 1884 has expired by its own terms, the said chapter as amended by this Act is hereby re-enacted."

Discussion now ensued on the Loan Bill the second section being presented for consideration as follows:

"Section 2. Said bonds shall be exempt from any taxes whatsoever, and shall bear interest payable semi-annually at the rate of six per centum per annum, and shall be redeemable not less than ten nor more than thirty years after the date of their issue, the principal and interest to be paid in gold coin of the United States of the present standard or its equivalent."

Representative Dole moved that the word "ten" be changed to "five," and the word "thirty" read "twenty." Agreed to.

Hon. J. E. Bush moved that after the words "at the rate of" be inserted "not more than." Agreed to.

Representative Brown moved to strike out the words "of the present standard." Agreed to.

The section then passed as amended.

Section 3—Said bonds shall be signed by the Minister of Finance and by the Registrar of Public Accounts, and sealed by the seal of the Department of the Minister of Finance, and shall not be issued at less than their nominal par value in gold coin of the United States of the present standard, except that the Minister of Finance may, by the approval of the King in Council, permit the issue of bonds at less than their nominal par value in gold coin of the United States of the present standard, to any person or syndicate which may negotiate said bonds; provided, that such commission shall not be allowed for any bonds substituted for bonds issued under the act, entitled "An Act to authorize the Minister of Finance to issue bonds to be used for a national loan, and to define to what uses such loan shall be devoted," approved the 5th day of August, A. D. 1882.

The Minister of Interior moved the section be amended by striking out from the word "provided" to the end.

Representative Dole favored the Hon. Mr. Cleghorn's amendment, but opposed that offered by His Excellency Mr. Gibson, as it struck out the respectable part of the section. It was an entirely new thing for this Government to pay a commission for negotiating also to have the Minister of Finance and the Registrar of Public Accounts, and sealed by the seal of the Department of the Minister of Finance, and shall not be issued at less than their nominal par value in gold coin of the United States of the present standard, except that the Minister of Finance may, by the approval of the King in Council, permit the issue of bonds at less than their nominal par value in gold coin of the United States of the present standard, to any person or syndicate which may negotiate said bonds; provided, that such commission shall not be allowed for any bonds substituted for bonds issued under the act, entitled "An Act to authorize the Minister of Finance to issue bonds to be used for a national loan, and to define to what uses such loan shall be devoted," approved the 5th day of August, A. D. 1882.

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There was no need of their paying \$100,000 for the negotiation of loan of \$2,000,000. They should not borrow money if they had to pay a commission. They had heard that a great deal of money had been sent out of the country for investment. About \$700,000 of this loan would be taken up by people of small means. The amount of confidence in the Government of the United States with which this loan would be taken up. The bill provides for the expenditure of \$1,000,000. They did not want to see any money thrown into the hands of favorites. He expected the Minister of Finance to negotiate loans; that is what he is paid for. There was no reason for their paying out one per cent. for commission.

Hon. A. S. Cleghorn said that New South Wales negotiated a large loan at 3 1/2 per cent. and sold their bonds at 96 and 97. The 5 per cent. bonds of New Zealand are quoted at 103, and the 4 per cent. at 99. He thought if they could get 6 per cent. they certainly should not pay any commission. It looked like a source of weakness instead of strength for such a thing. When the Government shows its measures there will be no difficulty. In putting in this 1 per cent. commission, it is for some one to get hold of.

The Minister of Interior said that these bonds were placed in the domestic market there would not be need of any commission. But that may not be the case, and so there should be some provision for a commission at the discretion of the Minister of Finance to borrow in a foreign market. If the loan was taken up readily, there would be no need to borrow from abroad. He would present the following schedule:

To recall and cancel all bonds bearing 7 and 9 per cent interest issued under any Act of the Legislature prior to the date of this Loan, and to pay interest in the same..... \$300,000
Encouragement of immigration..... 250,000
Improvement of harbor of Honolulu..... 100,000
Improvement of the harbor of Honolulu and for new wharves..... 350,000
Improvement of streets and roads of the Kingdom..... 250,000
Inter-island cable communication..... 250,000
Bridges and landings..... 75,000
Highways across the island (Pali road)..... 150,000
Repayment of special loan..... 30,000
Purchase of steam tug Elea..... 20,000
Expenses of floating loan, etc..... 50,000
Total..... \$2,000,000

The members would see by this schedule it is proposed to relieve the Appropriation Bill of items for immigration, water works, harbor improvements, road damages, bridges and landings, Pali road and tug Elea. The members will readily recognize the injudiciousness of swelling the Appropriation Bill beyond the resources. With an estimated revenue of \$2,000,000, or perhaps \$3,000,000, and an Appropriation Bill filling a little below, the Ministers would have no trouble in carrying out what was voted in the bill. But with a bill of \$3,500,000 and a revenue of \$2,500,000, then enterprises would have to be left alone. It would be an independent question whether the Ministers had funds in the Treasury. If they wanted to promote immigration, that would certainly be too much to add to the ordinary revenue. Everyone would recognize the importance of this port in relation to the commerce of the Pacific. It ought to be one of the best provided ports in the Pacific. There ought to be increased dockages, and the channel should be deepened and widened. Were they to charge themselves with the burden of let it alone? But if their credit was good—and he knew it was—they could borrow the money to carry out this enterprise. He was satisfied that road tax to be paid in the district and the unexpended road tax could be applied to the road. All this class of improvement ought not to be charged upon ordinary revenue, but to the credit of the country to carry them out. The item for the tug Elea was a proper one. With regard to first item, every member would recognize the propriety of paying off the indebtedness with a new issue at 6 per cent. With regard to the 5 per cent. commission mentioned in the section, if the Min-

ister of Finance placed a portion of the loan abroad there would be need of some allowance. There would be no need of any at home.

Representative Thurston said the Minister of the Interior had been giving an interesting statement, but had not shown any necessity for the 5 per cent. commission. He had given no information as to the rate of interest. If he passed this section, it stands that he would be voting \$100,000 for nothing. The present Ministry were capable of doing that, as they had paid Irwin & Co. \$5 a head for Japanese. The present Minister of the Interior gave Mr. Spreckels the Coinage Act without warrant of the Ministry. The Minister of the Interior and his associates had snatched enough price out of this orange. They could borrow without commission.

Hon. G. W. Macfarlane asked the object of the Hon. Mr. Cleghorn's motion to strike the 5 per cent. commission out.

Hon. A. S. Cleghorn said the commission was absurd. It looked as if there was a "nigger in the fence." If they put in that limit some one would get it.

Hon. G. W. Macfarlane said a loan could not be placed on the London market without a syndicate. The latter would put them on a par with the 6 per cent. Chinese loan, which was placed at 98. If those bonds were only received at 90 on the market the syndicate would get badly left.

Hon. A. S. Cleghorn said he had no idea of getting money from abroad. They had two banks here with good credit. It looked as if the Hon. Mr. Cleghorn's motion was intimately connected with these gentlemen who were interested in the loan and expected to get something.

Hon. G. W. Macfarlane said he had not arranged to get one single cent, nor had he any promise of anything. It would be a benefit to have the bonds placed at 98. If they could get the money here, as right; if not, then they would have to go abroad. He understood it was the intention of the Government to place a portion of the loan on the London market. If they do they cannot float it without they pay 5 per cent. commission to the syndicate.

Some further discussion took place on the other sections of the bill but the bill was finally passed in its entirety, ordered to engrossment and to third reading on the 6th inst.

The Assembly now, 6:45 adjourned until 10 a. m. the next day.

NINETEENTH DAY.

WEDNESDAY, Sept. 1.

The members present at 10 a. m. were called to order promptly at that hour, by President Wilson, who delivered the opening prayer. At 10:15 a quorum was present and the business of the day was proceeded with as follows:

The minutes of the previous meeting were read, and on the completion, Rep. Dole said that he was mentioned as moving the amendment that freight on bananas be charged at the rate of 50 cents a bunch. He desired to say that he had made the statement as libellous, as he believed the amendment to be most iniquitous and he "had no desire or intention to further any motion for more than 50 cents per bunch." The statement of the honorable member caused considerable amusement and the objectionable amendment had been made by Rep. Castle.

Representative Dole from a special committee having charge of certain liquor bills, presented the following report signed by himself, Rep's Abalo, Kaulane, Richardson, and the Attorney General, viz:

"Your select committee to whom has been referred a certain bill, entitled 'An Act to amend chapter 23, sections 1 and 6, of an Act approved in the year 1874,' entitled 'An Act authorizing the Minister of the Interior to grant to owners of mills or the manufacture of spirits, licenses to distill spiritsuous liquors, introduced by the honorable member from Hamakua; also, a bill entitled 'An Act to amend sections 1, 3, 4 and 7 of an Act,' entitled 'An Act authorizing the Minister of the Interior to grant to owners of mills for the manufacture of spirits, licenses to distill spiritsuous liquors, approved on the 13th day of July, 1874,' introduced by the Hon. E. K. Liliakani, report as follows:

The object of the two bills is the same, and that is to amend the statute of 1874 that licenses to distill spiritsuous liquors may be issued to any applicant who can perform the necessary conditions. The record of the two bills contains inconsistent section, section 3 permitting spirits manufactured under the statute to be withdrawn for local consumption without an excise tax or duty, whereas section 4 requires for payment by the licensee, cancellation of license, and cancellation of distilling apparatus for introducing any such spirit for consumption.

On account of this inconsistency we find it difficult to understand the provisions of the bill of E. K. Liliakani, beyond the purpose to open the privilege of distilling spirits to all applicants, on which point both bills agree with each other.

In view of the fact of the Distillery Act of 1864, which provides for the granting of two licenses for the manufacture of spirits in the city of Honolulu, and the fact that the license for the manufacture of spirits is fixed at five years, it seems to us that if there is any demand for such privileges it is satisfactorily supplied by the said Act of 1864, and upon that ground alone, without considering the question of opening the privilege of distilling to all applicants and because there are at the present time no applicants for the said two licenses, we recommend that both of the said bills be laid upon the table."

The report was, on motion, laid on the table. E. K. Liliakani, beyond the purpose to open the privilege of distilling spirits to all applicants, on which point both bills agree with each other.

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The President announced to the Assembly having received a communication from H. R. H. Prince Liliokalani, inviting the members of the Assembly to a luncheon at her Palace residence on the afternoon of the 2nd inst., the anniversary of her birthday.

On motion of Rep. Castle, amended by the Minister of Interior, it was decided that proper acknowledgment be made by the Secretary, of the receipt of the invitation and its acceptance, and that when the Assembly adjourns, it do so until Friday the 3d, as a token of respect.

The Minister of Interior, from the Printing Committee reported as printed the bill to regulate special partnerships.

Representative Richardson, from a special committee having charge of bills relating to prisons, presented a report signed by himself, Reps. Hayseiden, Thurston, Brown and the Attorney-General as follows:

"Your special committee, to whom was referred an Act to amend Sections 21